



## INTIMATIONS.

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THE HONGKONG DISPENSARY,  
Hongkong, 31st August, 1888.

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TELEPHONE No. 12.

BIRTH.—On the 13th instant, at Koochang, Amoy, the wife of THOMAS COVIL, of our.

1888.

The Daily Press.

HONGKONG, SEPTEMBER 20TH, 1888.

The article from the *Times*, which we reproduce in another column, on the lekin question in China, is well worthy the attention of the Chambers of Commerce in England and also of our local Chamber. Mr. O'Conor's estimate, quoted by the *Times* writer, that the trade in imports in China would be increased four-fold if the transit pass regulations were more strictly observed, will not be considered by any one with local knowledge as at all exaggerated. The rapidly and illegal evasions of the provincial authorities, particularly in the south, constitute an almost insuperable obstacle to the growth of foreign trade, and are, moreover, as worked out, a great danger to those there in from foreign to native hands. The protest recently addressed by the Canton Chamber of Commerce to the Consuls referring to this and other questions affecting trade at that port, will be fresh in the recollection of our readers. The Hongkong Chamber, which has been singularly apathetic on the transit-pass question, might now appropriately take the matter up and solicit the support of the Chambers in England to "secure a fulfilment of the provisions of the Treaty." The Consular body at Canton, in their reply to the Canton Chamber of Commerce, stated that with regard to the obstructions stated to be put in the way of foreigners taking goods up country or bringing produce down under transit pass, representation had been made from time to time, and the matter had been a constant subject of discussion between the Ministers and the Tung-li Yamen; locally little could be done by the Consuls beyond taking up individual cases, which they were at all times ready to do. This acknowledgment by the Consuls of their impotence in such an important matter as that of transit passes, ought to stir the Chambers of Commerce to action in order to bring pressure to bear through the Foreign Office on the Minister at Peking. The subject is no doubt a difficult one for the Minister, and difficult subjects are very apt to get pigeon-holed or shelved, unless there is a sufficiently strong agitation outside to keep them constantly to the front.

ARMONIX is the main issue on which the contest for the United States Presidency is being fought out is the question of tariff reform, there are two others to which considerable prominence is being given. One of these is the standing of General HARRISON, the Republican candidate, on the Chinese question. It is said that General HARRISON has voted against every Bill to restrict or control Chinese immigration, and the circumstances is now advanced against him by the opposite party with the view of diminishing his support on the Pacific Coast. The reply made by the Republicans is that although General HARRISON opposed the Chinese Bill, the only reason of his opposition was that he considered the Bill a violation of treaty obligations, and that while he had taken that position and stood by it, he had not indicated by any act or word that he was in favour of Chinese immigration. General HARRISON has said that he stood for the honour of his Government and that the treaty should be enforced in letter and in spirit until, by proper action, it should be abrogated. He was not in favour of Chinese immigration, but against it; but he was in favour of maintaining the Government's honour. These sentiments do credit to the Republican leader. Even if it were shown, however, that he was at one time in favour of Chinese immigration, the fact would probably tell little against him, even in San Francisco itself, because the policy of exclusion has now been definitely endorsed by Congress, and the issue may be considered practically worked out; certainly it has not sufficient life left in it to take precedence of the real issue of the campaign; unless in

the minds of a handful of Anti-Chinese fanatics.

The charge the Republicans on their side advance against President CARLISLE is a more weighty one, namely, his leniency on the silver question. The advocates of silver are a strong party, if not the majority, in the United States, and many a Democrat, if he is called upon to choose between tariff reform and allegiance to his party on the one hand and the rehabilitation of the national coinage on the other, will decide in favour of the latter. Public opinion in the United States is probably better informed on the silver question than in any other country, and the Republican Press is steadily urging on the attention of its readers the injustice of the single standard, to which Mr. OLIVER LAND, in his famous message, pinned his faith. It is possible, however, with the light that has since been thrown on the subject by its continued and world-wide discussion, that the President may have modified his opinion. However this may be, the immediate and main issue before the electors is that of tariff reform, advocated by the Democrats and opposed by the Republicans. The former seem in the main to be carrying the country with them, the fallacy of imposing unnecessary taxation and artificially increasing the cost of living being thoroughly exploded.

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## YOKOHAMA.

Bluff's property and demand does not appear to be in great demand. At the auction held by Masters, Elyton and Peat, Lot 134 was bought in at \$1,000, and Lot 366 was withdrawn, the highest bid being 60 cents per tubo.

It looks as if the Bluff is to be tightened at least as we hear the Japanese and American Trading Co. are sending out to each resident an agreement to be bound and abide by the terms of the Bluff. When the Bluff has a grand effect from the settlement, and no doubt will be duly appreciated by the "Bluffites." We hope the Company will extend their system to some of the dock streets in the settlement—*Japan Gazette.*

Both the *Hoch Shimbun* and the *Nichi Nichi* Shimbun state that when Iwao and his wife were taken to the Panuluan and Oriental Co. of Nanking, he was sent to the Chinese Consul's cabin in which he had, as she alleged, suffered such indignities. She failed, however, to identify her outrager, although she was given an opportunity of examining all the officers and crew of the ship. It is added that the interpreter employed was a Chinaman, whose imperfect knowledge of Japanese caused some inconvenience. Probably Iwao had a few moments of rest in the cabin.

THE LIKIN TAX AND ITS ABUSES IN CHINA.

There is certainly no subject connected with China which possesses half as much importance for the foreign trade of that country as the operation and influence of the likin, or inland transit tax. One of the main arguments in favour of such a large a sum of money is that the likin is to be paid in the Upper Yangtze to the Chinese Government. The assistant-secretary of the Kansu-Hanwa-Komoro road is a graduate of the same institution—*Japan Mail.*

Mr. and Mrs. Foss, who have been in the interior of the country for some time, now appear that they could not have arranged anything with certainty except the room where the lady suffered.

We learn from the *Yi Shing* that the processes of manufacturing prima facie powder have been elaborated and successfully carried out by Mr. Fukuda Masanao, a native contractor. Mr. Fukuda has been a native contractor for some time past in the Upper Yangtze, but has not obtained the desired results.

He had no foreign assistance, and as the methods of manufacture are secret, great difficulty attended his efforts. He finally obtained a powder equal in all respects to the imported article, but not content with this he continued his investigations until, at a series of trials made in the spring of last year, the present result was obtained. It is to be noted that it was found that his powder not only developed less pressure inside the bore, but gave a greater muzzle velocity. The authorities were so satisfied with the results of these trials and of subsequent tests, that in October last the Minister of State for the Navy officially announced that, therefore, Mr. Fukuda's hexagonal powder alone should be used at all times.

Excellency Count Saigo was recently in Europe, he acquired a German expert, who has arrived. A plant of machinery is also expected immediately, so that the manufacture will soon be taken up on a large scale.

The *Yi Shing* has the following:—It is generally believed that though the number of people who have secret hoards of money is very small, there are in the possession of several of the families of the feudal *daimyo* who wielded great power before the Restoration, large stores of old silver and gold coins. The rails especially of such potencies as *Wayo* of Kaga, *Shimada* of *Satsuma*, *Shimada* of *Wakayama*, in particular, have the credit of having hoarded up large sums of cash, which were swelled by the savings of the late Prince Shiman Shiman. They, who stored away much gold coins with a special purpose in view. Access to these houses, however, was denied even to the elder Saigo though surely prepared for trials during the progress of the long-winded rebellion. Since then all the gold and silver has been sent to the Imperial Treasury, which is owned by the House of Shiman. He has given to the Emperor, however, is unfortunately there, and being a Chinese internal tax, foreign trade must submit to it as long as it exists.

The likin, however, is not without its abuses. They are quite oppressive and injurious to the Chinese, officials, but there are some which ought to be removed by the action of the foreign representatives to Peking. To these reference is made in a few of the recent Consular reports from China. The Consul at Canton describes a struggle which has been going on for years between the native authorities and the foreign merchants on the subject of likin, which appears to have taken place between the victory of the foreign merchants and the Chinese. It is evident that the extraordinary expenses of the Chinese in the "Rising rebellion" and the *Yi Shing* was "originally" due to the Chinese in the Upper Yangtze.

It is a species of *extortion*, and is levied all over the country, on roads, rivers, and canals, at barriers or stations close to each other; against every principle of law and justice, arbitrary and undignified, and in different places, at different times in the same place.

Its collection involves not only loss of money to the government, but an almost insatiable loss of time.

In addition, it has the faults peculiar to this kind of tax, that of the import duty, which is liable to give up, when the cause of its layed.

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In addition, it has the faults peculiar to this kind of tax, that of the import duty, which is liable to give up, when the cause of its layed.

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## NOTICES TO CONSIGNEES.

FROM HAMBURG, PENANG, AND SINGAPORE.

## THE Steamship.

"ERIGGA."

Captain F. Nagel, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from the 20th instant.

Optional cargo will be forwarded, unless notice to the contrary be given before 4 P.M. TO-DAY.

Any cargo impeding her discharge will be landed into the Godowns of the Kowloon Pier and Godown Co. and stored at Consignees' risk.

No cargo will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst. at 4 P.M.

No Fire Insurance will be effected.

SEIMESSEN &amp; Co.

Agents.

Hongkong, 14th September, 1888. [1118]

NAVIGAZIONE GENERALE ITALIANA (FLORIO &amp; BATTAGLINO UNITED COMPANIES).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

## THE Steamship.

"BISAGNO."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, WITH THE EXCEPTION OF OPIUM AND VALUABLES, are being landed at their risk into the Godowns known as THE HONGKONG WHARF AND GODOWNS, Wanchai, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

Consignees wishing to receive their Goods or the Wharf are at liberty to do so, those wishing to take delivery from alongside may apply at Agent's Office.

The Undersigned, Agents for the above Company, are authorized to INSURE against FIRE at Current Rates.

GILMAN &amp; Co.

Agents.

Hongkong, 1st January, 1882. [1170]

IMPERIAL FIRE INSURANCE COMPANY.

Agents.

Hongkong, 15th September, 1888. [1118]

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM SAMARANG AND BATAVIA.

## THE Company's Steamship.

"ALMORA."

having arrived from the above ports, Consignees of cargo by her are hereby informed that their goods are being landed at their risk into the Godowns known as THE HONGKONG AND KOWLOON WHARF and Godown Company, Limited, at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 22nd instant will be subject to rent.

No Fire Insurance has been effected. Consignees are also requested to present all claims for damage and/or shortages not later than the 30th instant, otherwise they will not be recognized. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, 15th September, 1888. [1118]

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

Agents.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL, AND SINGAPORE.

## THE Company's Steamship.

"NINGCHOW."

having arrived from the above Ports, Consignees of cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns known as THE HONGKONG AND KOWLOON WHARF and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Claims must be sent in to the office of the Undersigned before Noon, on the 22nd instant, or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 22nd instant at 4 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd September, at 4 p.m., will be subject to rent at the rate of one cent per package per item.

CARLOWITZ &amp; Co.

Agents.

Hongkong, 15th September, 1888. [1119]

"GLEN" LINE OF STEAM PACKETS.

FROM LONDON, PENANG, AND SINGAPORE.

## THE Steamship.

"GLFNGYE."

having arrived from the above ports, Consignees of cargo by her and by the S. S. "TOWER HILL", from New York, are hereby informed that their goods are being landed at their risk into the Godowns known as THE HONGKONG AND KOWLOON WHARF and Godown Company, Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before Noon, on the 22nd instant.

Cargo remaining undelivered after the 24th instant will be subject to rent.

No Fire Insurance has been effected. Consignees are also requested to present all claims for damage and/or shortages not later than the 30th instant, otherwise they will not be recognized. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, 17th September, 1888. [1173]

TO CONSIGNEES OF OPTIONAL CARGO EX. S. S. CO'S S. S. "MENELAUS".

FROM LIVERPOOL.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES, per Company's Steamship "MENELAUS".

are hereby notified that the cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; but both cases it will lie at Consignees' risk. The cargo will be ready for delivery from Craft or Godown on and after the 26th instant.

Cargo undelivered after the 26th inst. will be subject to Rent.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th September, 1888. [1170]

T I M B E R.

THE Undersigned, Agents for Messrs. E. E. ABRAHAMSON &amp; Co., Sandakan, British North Borneo, are now prepared to forward Samples of hard and soft TIMBERS suitable for Wharves, Building and General purposes.

GIBB, LIVINGSTON &amp; Co., Agents.

Hongkong, 2nd November, 1888. [13]

SHIP'S COMPRADORES, STEVEDORES, AND COAL MERCHANTS.

FRESH PROVISIONS, SUPPLIED AT THE SHOREST NOTCH.

No. 25, PEAYA CENTRAL, 25 号 梅加拉公司八百零一。

J A P A N E S E B E E R.

FROM THE J A P A N B R E W E R Y C O M P A N Y, LTD., OKINAWA.

In Cases of 4 Boxes, 12 Cases, \$9.00.

For Sale by LANE, CRAWFORD &amp; Co., Agents.

Hongkong, 1st September, 1888. [1120]

S U M M E R T I M E T A B L E.

THE KOWLOON FERRY.

"MORNING STAR."

Rome Daily Sea Ferry boat between PEDDAR'S Wharf and Tsim-Tsui-Tau at the following hours:—This Time Table will take effect from the 1st June, 1888.

Leaves Leaves Leaves Leaves Leaves Leaves

Kowloon Kowloon Hongkong Hongkong

6.45 A.M. 2.45 P.M. 6.30 A.M. 1.45 P.M.

7.30 2.30 7.45 3.00

8.00 3.30 8.15 4.00

8.45 4.15 9.00 4.30

9.30 5.00 9.45 5.30

10.15 5.55 10.00 5.40

11.00 6.00 10.30 6.15

12.15 7.15 10.45 7.00

1.45 8.00

There will be no Launch on Monday and Friday, on account of coaling.

The "Morning Star" will be strictly adhered to, except in unavoidable circumstances. In case of stress of weather, the notice will be given of any stoppage. [29]

## INSURANCES.

ECONOMIC FIRE OFFICE, LIMITED, LONDON.

AUTORISED CAPITAL \$1,000,000.  
SUBSCRIBED CAPITAL \$32,800.  
PAID UP CAPITAL \$11,800.

The Undersigned having been appointed Agents for the above Company, are prepared to accept Risks at Current Rates.

F. NAUDIN &amp; Co.

Office, No. 35, Queen's Road Central, Hongkong, 18th September, 1888. [1126]

NORTHERN ASSURANCE COMPANY.

The Undersigned having been appointed Agents for the above Company, are prepared to accept Risks at Current Rates.

P. M. S. CO.

18th September, 1888.

SAN FRANCISCO CO. V. YUAN.

SAN FRANCISCO.

SAN FRANCISCO.

NEW YORK.

NEW YORK.